

POMRIL

Pure Non alcoholic
APPLE JUICE.

Per Dozen Quarts \$4.00

Per Dozen Pints \$3.50

H. Price & Co.

458

The China Mail

ESTABLISHED 1846.

CLUB

WHISKY

First Value in the Colony

\$14.00 Per Dozen

H. Price & Co.

458

No. 13,159.

號五月六年五零百九千一英

HONGKONG, MONDAY, JUNE 5, 1905.

日三初月五年巳乙

PRICE, \$8.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
EUROPE.

Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
freight charges, they be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transhipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.

Office - 3, DUDDELL STREET.

Hongkong, December 5, 1904. 1815

Intimations.

OSAKA SHOSHEN KAISHA.

HONGKONG BRANCH.

It is hereby notified that the Steamship
Business between Hongkong, China
Coast Ports and Formosa, ORIGINALLY
CARRIED ON by the OSAKA SHOSHEN
KAISHA and lately transferred to Messrs
BRADLEY & CO., has today been re-
transferred to the OSAKA SHOSHEN
KAISHA.

T. ARIMA,

Manager.

Hongkong, June 2, 1905. 1087

PERFECTION IN CHEESE.

EYSEN'S CRUELLESS DUTCH

DUTCH CREAM CHEESE

in 1 kilo tins.

OF ALL DEALERS.

Hongkong, May 27, 1904. 1030

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous

goods for Storage in well ventilated

and lighted EUROPEAN FIRST-CLASS

GODOWN. CENTRAL POSITION.

Rate of Fire Insurance 1% only.

For Particulars, apply to

LUTGENS, EISENMAN & CO.

Hongkong, May 27, 1905. 960

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

NOTICE.

THE Certificate No. 2493 for 25 Shares

of the above Company numbered

14306 to 14330 inclusive, standing in the

Register of Shareholders in the name of

TONG SHOU PANG, also the Certificate

No. 2494 for 25 Shares in the above

Company numbered 14331 to 14350 inclu-

sive, standing in the Register of Share-

holders in the name of TONG SHOU

KIANG, having been lost, it is thought,

in the destruction of the Steamship Yuen

Ho by fire in the Yangtze River on or

about the 26th April, 1905. NOTICE IS

HEREBY GIVEN that Duplicate Certi-

ficates for the said fifty Shares will be

issued at the expiration of one calendar

month from the date of this notice, and

that the Original Certificate will, unless

produced within that period, be de-
clared held by this Company as null and void.

DOUGLAS LAPRAIK & CO.,

General Managers,

Douglas Steamship Co., Ltd.

Hongkong, May 24, 1905. 1061

S. MOUTRIE & CO., LD.

PIANO AND ORGAN

MANUFACTURERS,

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of

second hand Pianos from \$200 up-

wards, and a written guarantee for a year

period of TWO Years given for each in-

strument.

A large consignment of records at the

low figure of \$1.80 each, 5% on wholesale

orders.

The largest and most varied Stock of

Music in China. Inspection solicited. Our

workmen are experienced men.

WE DEFY COMPETITION.

Dispection Invited.

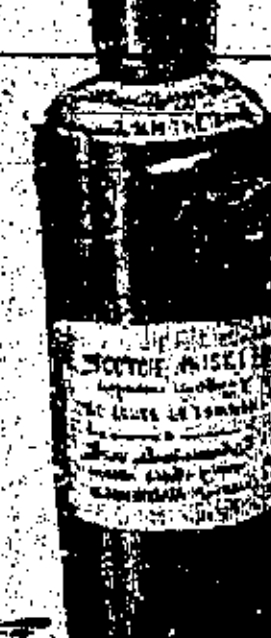
Hongkong, March 3, 1905. 458

THE POPULAR

SCOTCH

IS

BLACK & WHITE



JAMES BUCHANAN & CO.

Whisky Distillers

By Appointment to

H.M. THE KING

and

HERALD OF THE PRINCE OF WALES

Supplied to all the Regiments and

Navies and to be obtained from LANE

CRAWFORD & CO., Queen's Road

Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS:

446 KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

s.s. POWAN, 2,338 tons, Captain R. D. Thomas.

s.s. FATSHAN, 2,280 tons, Captain W. A. Valentine.

s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.

s.s. KINSHAN, 1,995 tons, Captain J. J. Lossie.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.

and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.

(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sun-

day Time Table).

Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and

returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 215 tons, Captain T. Haulin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at

8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain J. Willox.

s.s. NANNING, 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch,

Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.

This Fine New Steamer has Excellent Saloon Accommodation and all Modern

Comforts.

Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

18

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 29, WINDHAM STREET.

Hongkong, September 6, 1904. 1636

HARRIS KEENEY COMPANY

DES to announce that they HAVE OPENED A SHOW ROOM in PEDDER

STREET, Next to the Post Office, just opposite the main entrance to the Hong-

kong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD

FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

Hongkong, April 22, 1905. 19

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALTY.

Hongkong, October 5, 1904. 1812

FIVE POINTS

ABOUT

'SINGER' SEWING MACHINES.

PRICES CHEAPER THAN AT HOME.

FIVE YEARS' GUARANTEE.

FREE INSTRUCTION.

EASY PAYMENTS.

FREE REPAIRS AND CLEANING.

Hongkong, March 23, 1905. 1262

BOARD AND ROOM WANTED.

IN A FAMILY, FOR YOUNG GENTLE-

MAN to arrive shortly. About \$100.

Apply 'O. P. R.'

Care of 'China Mail' Office.

Hongkong, April 18, 1905. 1071

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER.

Hongkong, April 18, 1905. 604

CHIEE WING & CO. 義

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

A1 Sorts of COPPER, BRASS STEEL

IRON WARE, &c.

STEEL GIRDERS and TEES,

CORRUGATED IRON, BIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 24, 1900. 1227

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

All Work done in this Establishment

is promptly executed. Neatest &

Specialty. Ironing and Washing done by

experienced Japanese. Prices Moderate.

G. MONTE, Proprietor.

Hongkong, February 15, 1905. 308

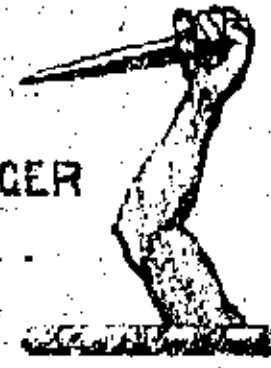
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES



BEWARE OF IMITATIONS. SOLE MANUFACTURERS

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE - 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

NEW STOCK OF

CABIN TRUNKS,

SOLID SOLE LEATHER,

CANVAS, WOOD, &c.

A LARGE SELECTION OF

KIT BAGS, SUIT CASES,

AND EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

STAG HOTEL,

113, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 3, 1904. 1985

The Peak Hotel.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-East Winds in

Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Terms: - From 12s. per day. TOWN OFFICE - 3, DUDDELL STREET.

Hongkong, March 27, 1905. 18

CHIEF ADDRESS: 'PRACENTU.'

18

N. LAZARUS,

OPTICIAN, 10, D'AGUILAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

BALFOUR'S PROPOSALS.

Scenes in the House.

A telegram from London, dated May 24 gives the following:-

Sir H. Campbell-Bannerman moved the adjournment of the House to draw attention to the statement of Mr. Balfour that the question of Colonial preference might be submitted to the Colonial Conference of 1906. He maintained that this is inconsistent with Mr. Balfour's Edinburgh proposals and subsequent pledges, involving two general elections, the first on the question of the Colonial Conference, and the second on the decisions of the Conference. That policy was to guard against a sudden change.

A scene unparalleled in the history of the House of Commons followed, and lasted for an hour. The Deputy Speaker was finally obliged to adjourn without putting the question. After Sir H. Campbell-Bannerman's motion, Mr. Lytton stood for ten minutes while the Opposition were shouting and shouting "Balfour Balfour!" till he finally sat down, in the face of the terrible din. Winston Churchill rose and was received in turn with deafening howling from the Ministerialists. Not a word was audible. After a few words from Lloyd George, Mr. Lytton rose again, evoking a renewal of the uproar. Several appealed to the Deputy Speaker to adjourn. Sir H. Campbell-Bannerman appealed to Mr. Balfour to speak. Austen Chamberlain and Bradrick attempted vainly to address the House. The speakers, chiefly Mr. Lytton, were greeted with angry cries of "Bring in the Guards." "Where are the police?" There was also blowing of police whistles.

After Austen Chamberlain and Bradrick had sat down, Campbell-Bannerman again appealed to Mr. Balfour, declaring that he (Mr. Balfour) by his silence was alone responsible for the disturbance. This renewed the uproar. Mr. Balfour rose and severely rebuked the House for its unbecoming behaviour. Never in his experience had the House refused to listen to a Minister speaking for Government, or the Opposition presumed to dictate the order of the speeches. The precedent of that night, if followed, would absolutely ruin the Commons. Mr. Lytton again rose, but the storm burst with redoubled fury, when the Deputy Speaker adjourned the House by virtue of the new rule referring to grave disorder. The prolongation of the scene is attributed to the fact that the Deputy Speaker, who presided in consequence of the Speaker's illness, has no power to suspend individual members.

The Standard, the Daily Telegraph and the Morning Post declare that the question now at issue between the Ministry and the opposition is of insignificant importance. This is especially so, on comparison with the disgraceful exhibition of themselves by the Radicals who have thereby forfeited their right to demand an explanation of the point in question from the Ministry. The Daily Chronicle and the Daily News, in leading articles, accuse Mr. A. J. Balfour of a grave breach of faith and reckless dishonesty. These two journals assert that Mr. Balfour's recalcitrance implies a compact with Mr. J. Chamberlain, which he dare not openly avow.

The House of Commons was thronged on returning after the recent scene. Sir H. Campbell-Bannerman and Mr. Balfour received extraordinary ovations on entering the House. Sir H. Campbell-Bannerman asked whether, in view of the confusion resulting from the recent declaration of Ministers with regard to the Fiscal and Colonial Conference questions, Mr. Balfour would give a day for the Opposition to move a vote of censure. Mr. Balfour said that two Ministers were prepared to clear up any confusion which arose yesterday when they were prevented from doing so by the disgraceful proceedings which followed. Mr. Balfour remarked that Sir Henry Campbell-Bannerman did nothing to prevent these proceedings. Mr. Balfour then said that he had no objection to fix a day for the vote of censure provided that he and the Ministry had an undertaking from the Opposition that the debate would be conducted with ordinary decency and fair play. The matter then dropped.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE.

THE FAVORITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER	DESTINATION	MAIL DUE LONDON ABOUT	DUE
June 7	G. M. S. Bayern	Hamburg	July 20	10
June 13	M. M. Polynesia	London	July 11	23
June 17	P. & O. Bengal	London	July 16	23
June 21	G. M. S. Zieten	Hamburg	Aug. 3	
June 27	M. M. Caledonia	Hamburg	July 25	24

CANADIAN MAIL.

DEP.	STEAMER	DESTINATION	DUE
1905			
June 21	C.P.R. Empress of India	Vancouver	July 13
July 5	do. Empress of Japan	do.	July 29
July 12	do. Empress of China	do.	Aug. 2
Aug. 2	do. Empress of India	do.	Aug. 23
Aug. 9	do. Empress of Japan	do.	Sept. 2
Sept. 13	do. Empress of China	do.	Sept. 23
Sept. 20	do. Empress of India	do.	Oct. 11

AMERICAN MAIL.

DEP.	STEAMER	DESTINATION	DUE
1905			
June 13	P.M.S. Korea	San Francisco	July 11
July 22	O. & O. Cape	do.	Aug. 21
July 26	P.M.S. Spain	do.	Aug. 15
July 28	P.M.S. Mongolia	do.	Aug. 25
Aug. 2	P.M.S. China	do.	Sept. 8
Aug. 11	O. & O. Doric	do.	Sept. 18
Aug. 18	P.M.S. Manchuria	do.	Sept. 25

AUSTRALIAN MAIL.

DEP.	STEAMER	DESTINATION	DUE
1905			
June 9	O. N. Changsha	Sydney	July 2
June 10	E. & A. Eastern	do.	July 28
July 5	C. N. Chongka	do.	July 2
July 12	E. & A. Australia	do.	Aug. 25
Aug. 2	C. N. Bayview	do.	Aug. 30
Aug. 9	E. & A. Pacific	do.	Sept. 0
Aug. 14	P. N. Tainan	do.	Sept. 27
Sept. 6	E. & A. Eastern	do.	Oct. 12
Sept. 19	O. N. Changsha	do.	

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER to Sell by Public Auction,

TUESDAY NEXT,

the 6th June, 1905, at 11 A.M., at their SALEROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street,—

AN ASSORTMENT OF

GOLD AND SILVER JEWELLERY, A QUANTITY OF SILKS.

Terms:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, June 2, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

WEDNESDAY,

the 14th June, 1905, at 3 P.M., on Board, H.M. Survey Ship HUBBER.

Extreme length ... 245' 0" Extreme breadth ... 27' 6" Displacement ... 1,610 tons Horse Power ... 800

Engines—Baird's compound Surface Condensing. BOILERS—Two double ended cylindrical return tubular, 70 lbs. pressure.

CONSUMERS: 1 Kilo-watt and 1 Normal single, distilling 1,800 and 2,400 galls. of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour, with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 A.M. and Noon, and 2 and 4 P.M. (Saturday Sunday excepted).

Inspection orders can be obtained from the Auctioneers.

Transit—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

HUGHES & HOUGH, Auctioneers to the Government.

Hongkong, May 31, 1905.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong, June 10, 1905.

MACAO HOTEL.

SITUATED in the Centre of the Praya Grande, facing the Sea. Undoubtedly the Coolest Spot in Macao. The only building in the City Electrically Lighted.

Water Pavilion and Kiosk. Military Band every Saturday during the Summer.

Sea Bathing—Golf Links. Luxurious Rooms—Rooms are being rapidly booked for the summer months and early application is necessary.

Macao possesses all the advantages of a trip to Japan, at half the expense.

Macao, the Gem of the Orient East.

Wm. FARMER, Proprietor & Manager. Hongkong, May 20, 1905.

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES. J. W. OSBORNE, Proprietor and Manager.

Hongkong, November 22, 1904.

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION. (Opposite Comnaught House). No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904.

TANG YUEN.

BOARDING ESTABLISHMENT. Splendid View of Harbour. No. 15 MADONNELL ROAD. Under European Management. Apply at the House.

At FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 10, 1905.

CHINESE SCHOOL BOOK

II.—Yin Yin Man. Translated into English by Dr. E. J. EITEL.

Printed at the Press, 40 Cecil Street, China Mail Office & Wyndham Street.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Al-citry	dispatch-vessel	1790	12	3900	Comdr. Richard M. Harbord	Wei-hai-wei
Albion	battleship, 1st class	12,350	42	18,500	Captain Sydney E. Fremantle	Hongkong
Algerine	cruiser, 1st class	11,000	18	18,000	Capt. Charles Windham, C.V.O.	Hongkong
Amphitrite	cruiser, 1st class	11,000	18	18,000	Capt. R. N. Ommanney	Hongkong
Andromeda	cruiser, 2nd class	4380	10	—	Captain L. G. Tufnell	Shanghai
Astraea	cruiser, 2nd class	4380	10	7000	Capt. H. H. Torlesse	Hongkong
Bonaventure	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	battleship, 1st class	10,100	14	13,000	Captain Fagan	Hongkong
Centurion	water tank and tug	350	—	300	—	Hongkong
Cherub	torpedo boat destroyer	360	6	2700	—	Hongkong
Fame	battleship, 1st class	12,950	16	13,500	Lieut.-Comdr. Stevenson	Hongkong
*Glory	torpedo boat destroyer	275	6	4000	Captain Hon. Walter G. Scofield	Hongkong
Hardy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hecia	Special Torpedo-vessel	8400	2	2470	Lieut.-Com. Richards	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	torpedo boat destroyer	1640	—	800	Lieut.-Comdr. F. M. Bialore	Hongkong
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Faulkner	Singapore
Janus	torpedo boat destroyer	280	6	3900	Reserve	Hongkong
Kinshasa	river gunboat	180	2	—	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Moorehead	river gunboat	12,350	16	800	Lt.-Comdr. F. B. Noble	Hongkong
*Ocean	battleship, 1st class	12,350	16	13,500	Captain F. G. Green	Hongkong
Otter	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Pembroke	surveying-vessel	635	—	1400	Reserve	Hongkong
Robin	river gunboat	85	2	240	Comdr. C. E. Moore	Hongkong
Rosario	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Sandpiper	cruiser, 2nd class	3600	8	9000	Reserve	West River
Sirius	cruiser, 2nd class	3600	8	9000	Lt.-Com. H. T. Atter	West River
Snake	river gunboat	250	6	6000	Lt.-Comdr. H. H. Moore	Yangtze
Subj	cruiser, 1st class	12,000	14	21,000	Lt.-Comdr. Davidson	Hongkong
Tamar	torpedo boat destroyer	250	6	6000	Captain Wm. L. Grant	Hongkong
Teal	receiving ship	4600	6	—	Reserve	Hongkong
Thetis	river gunboat	180	2	800	Commodore Dicken	Yangtze
Tweed	cruiser, 2nd class	3400	8	9000	Lt.-Comdr. E. Leetman	On passage home
Vengeance	coast defence gunboat	12,950	16	13,500	Capt. J. A. C. Wilkinson	Hongkong
Viper	battleship, 1st class	355	6	6300	Reserve	Hongkong
Waterwitch	torpedo boat destroyer	355	6	6300	Capt. Leslie Stuart, C.M.G.	Hongkong
Whiting	surveying ship	450	—	450	Lieut. Comdr. A. Gregory	Hongkong
Woodcock	torpedo boat destroyer	350	6	5900	Comdr. B. W. Allen	Hongkong
Woodlark	river gunboat	150	2	500	Lieut.-Com. C. E. L. Thomas	Upper Yangtze
	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Crozier-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirz Franz	Singapore
Achelon	French armoured gunboat	1798	10	1700	Comdr. Lefebvre	Salgon
Argus	French gunboat	300	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Argus	French gunboat	475	3	450	Lieut. Journe	Salgon
Bengali	French gunboat	140	6	150	—	Haiphong
Bengali	French gunboat	580	6	400	—	Salgon
Bengali	French cruiser	3740	29	9000	Capt. Lefebvre	Salgon
Cassiope	French gunboat	140	6	150	—	Haiphong
*Chateaufort	French cruiser	8018	18	17,000	Captain V. Poldone	Salgon
Comete	French gunboat	525	4	438	Commander Lord	Haiphong
Deidale	French gunboat	680	10	900	Commander L'Eost	Vladivostok
D'Assas	French cruiser	4000	31	9500	—	Salgon
Eaton	French gunboat	350	7	395	—	Haiphong
Fouche	French destroyer	9378	36	20,200	Lieut. Jochen	Haiphong
Gueydon	French cruiser	307	7	390	Lieut.-Comdr. Beaussant	Shanghai
Henri Riviere	French gunboat	1250	6	2200	Commander Le Gollers	Haiphong
Kanah	French gunboat	9700	12	19,600	Captain Cro	Haiphong
Kanah	French cruiser	350	7	390	Lieut. de Van Prat	Haiphong
Minotaur	French torpedo-boat	4015	27	8500	Capt. Hout	Yangtze
Olry	French cruiser	350	7	390	Comdr. Rennes	Haiphong
Pistole	French torpedo-boat	2457	8	300	Lieut. de Voorth	Shanghai
Redoubtable	French cruiser	1798	10	1700	Capt. Vincent	Salgon
Sully	French gunboat	9855	—	20,000	Captain Guiberteau	Shanghai
Surprise	French gunboat	628	2	900	Lieut. Holme	Shanghai
Taklang	French gunboat	6150	23	4690	Captain Elonde	Along Bay
Vauban	French cruiser	123	7	500	Lieut. Carl	Canton
Vigilante	French gunboat	1857	15	2900	Comdr. Huss	Manila
Bussard	German cruiser	11,000	26	14,000	Captain Provo	Singapore
First Hamack	German flag-ship	1776	15	2900	Comdr. von Staudt	Singapore
Geier	German cruiser	6230	24	10,000	Capt. Weber	Singapore
Hansa	German cruiser	6500	27	10,000	Capt. Baron Schlammhans	Singapore
Hertha	German gunboat	1000	10	1300	Comdr. Baron von M. Hillebrand	Nanking
Ilia	German gunboat	900	10	1300	Comdr. Klose	Amoy
Jaguar	German gunboat	850	10	1344	Comdr. Kroszka	Hongkong
Leda	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Missa	German gunboat	1640	15	2800	Comdr. Perdu	Shanghai
Seeadler	German cruiser	2620	24	9000	Captain Voit	Shanghai
Thetis	German gunboat	900	10	1300	Comdr. Deinling	Shanghai
Viper	German gunboat	170	5	1300	Comdr. Giebler	Canton
Teufelsdrack	German gunboat	—	3	500	Lieut. Behar	Shanghai
Vowarsat	German gunboat	—	3	500	—	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Boras Riel	—
Marco Polo	Italian cruiser	3800	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pescoto	Shanghai
Adamastor	Portuguese cruiser	1960	14	4000	Captain d'Antas Ribeiro	Hongkong
Dia	Portuguese gunboat	729	—	—	Captain Coutinho	Macao
Vasco do Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	—
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Albatross	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8909	Lieut. Woodward	Manila
Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barr	U. S. torpedo-boat destroyer	420	7	8900	Lieut. Irwin	Manila
Callao	U. S. gunboat	228	7	6000	Lieut. Dinmark	Canton
Chauncey	U. S. torpedo-boat destroyer	420	7	8900	Lieut. E. P. Joseph	Manila
Chancell	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Obafu
Chancell	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garrell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	580	10	8000	Lieut. J. E. Hood	Shanghai
Helena	U. S. gunboat	1362	9	1868	Comdr. F. E. Sawyer	Manila
Monadnock	U. S. cruiser	3990	3	3000	Capt. J. B. Milhan	Shanghai
Monong	U. S. cruiser	4024	3	3244	Comdr. J. B. Milhan	Cavite
Monong	U. S. cruiser	3437	20	7500	Commander G. R. Harbo	Manila
Oregon	U. S. cruiser	10,288	45	11,111	Captain Burwell	Manila
Panganga	U. S. gunboat	201	8	250	Lieut. J. E. Bass	Cavite
Panganga	U. S. gunboat	201	8	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	3000	Capt. J. B. Collins	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Verry	Shanghai
Vicksburg	U. S. cruiser	1000	28	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Boyd	Manila
Wisconsin	U. S. flag-ship	12,000	50	12,609	Captain Cleave	Manila

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A NATURAL MINERAL WATER Bottled at the Springs at Takaradzka.

The Clifford-Wilkinson

Tansan Mineral Water Co.

Limited, Kobe, Japan.

Per Case of 48 Pints \$6.00
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THE Original and Genuine is J. Clifford Wilkinson's.

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H. PRICE & CO.,

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LIMITED.

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SICILIAN

ALPACAS

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Navy and Light Colors.

'Eclipse'

DRESS

LINENS

in Navy Blue, Butcher

Blue, Light Blue, Green,

Dark Red and Fawn.

AT

75 Cts. per yard.

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DEATHS.
April 28, at 8, Montpelier place, R. H. CHAMBERS, formerly of Shanghai, aged 77.
May 3, at Westbourne park, H. H. BEAR, late of Shanghai.
At Aberdeen, on 30th April, FLORENCE LINDAY, second daughter of the late John Lindsay, Aberdeen, and wife of Alexander Hogg, H. B. M. Consul-General, China.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, MONDAY, JUNE 5, 1905.

EDITORIAL COMMENT.

THE question of the renewal of the Anglo-Japanese alliance is one upon which there is considerable divergence of opinion.

Not a few British subjects unite with the people of the continent in deprecating the combination as one calculated to lose 'face' for Great Britain, and indirectly to bring about her downfall. It was a Russian, we believe, who originally declared that the alliance of a highly-civilized power with a 'savage' race meant the degeneration of the former, and idiotic as that assertion is, it has found many to echo and re-echo it since.

The role of the so-called civilized race (the Russian) must be contrasted with that of the Japanese now that the alliance with Japan is expiring and the necessity for renewal or abrogation must be decided. The above argument is finding increased favor, though it must be said the majority of Britishers welcome a renewal even on stronger grounds than have heretofore existed. That they are justified, in such a desire is manifest. Japan has shown herself to be as skilled in the arts of peace as she is in the art of war; tolerant with her enemy, generous with her rivals, and above all an anxious and apt pupil in the school of present-day civilization. She has earned for herself as other nations have won their places—a seat in the family of nations and that fact has done much to cause our statesmen at home to speak out frankly for a renewal of the alliance. Lord Lansdowne does not mince words on the matter and boldly suggests that we should seek some means of strengthening and consolidating the alliance. The alliance has done much towards restricting the area of the war, and preserving peace in Europe, and when this war is over it will be a potent instrument in preserving the peace of the East and the integrity of China. Japan is the gainer by the alliance—yet, but in the future—for the renewal is certain—she may be able to assist Great Britain considerably in these Eastern waters. That is one benefit we look to from the alliance, and one strong reason why we should continue in it.

General Memoranda.

THURSDAY, June 3:—

Goods per Tylor's undelivered after this date subject to rent.

Goods per Hogg's not cleared at 4 p.m. on this date subject to rent.

SAUNDERS, June 3:—

2.30 p.m.—Auction of Japanese Curio, &c., at Mr. Geo. Lammer's Sales Rooms.

TUESDAY, June 13:—

3 p.m.—Auction of Valuable Leasehold Property Messrs. Hogg & Hogg's Sales Rooms.

WEDNESDAY, June 14:—

3 p.m.—Auction of Store-ship *Humbly* on Board.

Tung Wah Committee now commands the hearty support of the Government and the sympathy of the European community. The reason why we call attention to the past is a reference made in these columns a few days ago, to the effect that in the proceedings of the meeting of Chinese held in the Northern centre of commerce, copies of the boycotting resolutions were forwarded to various bodies at Peking, in the province of Kwangtung, and to the Tung Wah Committee. As we have hinted, we do not believe that this inclusion of the Tung Wah Committee with purely Chinese Chambers or bodies in China proper, casts any blame upon this charitable body in Hongkong. But it is not unreasonable on our part to caution the Tung Wah Committee against allowing itself to be dragged into any politico-commercial disputes between China and any other Foreign Power. The correct role of the Committee is that of dispensing charity to their fellow-subjects; and we feel sure our new Governor, under the advice of his officers, will see that this role is strictly adhered to.

The English Mail of the 6th May was delivered in London on the 3rd June.

Captain J. T. W. Flanagan, 2nd Royal West Kent Regiment left on the 3rd instant per s.s. "Malta" for Marseilles en route to Malta to join the 1st Battalion.

There were 290 Europeans, and 61 Chinese visitors to the City Hall Library and 75 European and 1,052 Chinese visitors to the Museum during the week ending June 4.

The marriage of Major Forbes-Trevelyan and Lady Mary Lygon took place at Madresfield on May 6. The wedding was private, no invitations being issued. A large family party assembled at the Court two days before the wedding.

On May 26 a large Chinese-owned rice mill, which had been working for about three weeks, was destroyed by fire at Saigon. The mill was insured by *Dank* Freres. The loss is estimated at between two and three hundred thousand dollars.

Leave of absence on private affairs to the neighbouring countries has been granted to Lieut. A. Dymock, Army Ordnance Department, from 7th June to 1st August 1905, and to Lieut. A. G. Bainsford, Royal Engineers, from 5th June to 8th August 1905.

The annual report of the Commercial Union Assurance Company, Limited, shows that the year 1904 closed with a credit balance of £175,761 18s. 7d. A dividend of 25/- per share, making, with the interim dividend of 20/- per share, a total of 45/- per share, has been recommended, and provision has been made for the payment of an interim dividend of 20/-.

A balance of £57,761 18s. 7d. has been carried forward to 1905.

The *Shakespeare* revivals in the London theatres have brought forward a protest that many of the actors disregard the directions of the dramatist in the matter of beard.

At the Adelphi, a London paper pointed out, we have a clean-shaven Hamlet; so it is rather curious for Mr. H. B. Irving to remark, as he does nightly, that he 'plucks off my beard and blows it on my face.'

At the Shaftesbury the *Claret* is also clean-shaven, although there is a reference in the text to his beard namely 'Such a leader-chief . . . did I see Cassio wipe his beard with.' To days when so much care is taken over these revivals it seems strange that hints from the text are not respected.

'Piracy continues to flourish.' This startling phrase, says the *Chronicle*, is embodied in a report by Consul-General Scott on the trade of Canton, and he proceeds to give proof of his assertion. During the past year half a dozen organised attacks have been made in the delta, even on British steam launches, and pirates and robbers carried on their depredations in the harbour precincts. The authorities did not permit to prevent them, even the pirating of a Hongkong junk and the landing of the stolen cargo under their noses did not galvanise them into repressive action. Yet in spite of all the trade of the locality during the year exhibited remarkable expansion. China is a country of contradictions.

Mrs. Palewsky has told an interviewer that it is impossible for her husband to cut his hair. At a concert his hair is no less effective to the eye than his fingers to the ear. But when he takes exercise he has to drive in a closed carriage to escape observation. The reason for this apparent inconsistency may be, according to a home paper, surmised from an incident which occurred Fifth Avenue some years ago. It was about four in the afternoon, when the Avenue is crowded, that Mr. Hall Caine and Mr. Bran Stoker took a stroll, to the joy of all beholders. But imagine their excitement when Mr. Palewsky appeared upon the scene, and stood at a corner in affable converse with his brother in celebrity! Fifth Avenue became a dense mass of struggling spectators, and since then Palewsky has hidden his afternoon hair in a closed carriage.

The Dock Company.

With regard to the Dock Company's work in removing guns from ships of the squadron recently the *Standard* says:—

The staff of the Hongkong and Whampoa Dock Company at Kowloon have replaced two of the battleship "Glorious" 45-ton wire-wound 12-inch barbette guns. Experts opinion (according to a Reuter telegram) pronounces the work a great achievement, showing that the Kowloon dockyard is an important factor in the efficiency of the eastern fleet. This dockyard should not be confounded with the Naval Yard at Hongkong. It is a private enterprise, efficiently equipped, and capable of doing and repairing the largest warships afloat. At one time or another, vessels of all the navies represented on the China Station have been docked at Kowloon, where the repairing department is said to be the finest outside the British Isles, and is certainly the best east of Suez. The Naval authorities are now constructing a large dock at Hongkong, and it is expected that it will be completed in about 1906.

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Patrons of CAFE WEISMANN
will please notice that our
**REFRESHMENT
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AT

34, QUEEN'S ROAD CENTRAL
WILL CLOSE EVERY
NIGHT at 8 p.m.
ENTRANCE TO DINING ROOMS

No. 1, WYNDHAM STREET.
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OPEN TILL 11 P.M.
H. WEISMANN,
Manager.

Hongkong, May 6, 1965. 1031

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1991 | **JUST ARRIVED FROM FRANCE**
Hansko M. June 6, 1996

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 1, 1904.

OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARL, Manager.

December 5, 1904.

THE SEASONABLE COMPLAINT.

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to find out that the reason is that the summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APERIENT we look for constancy of result, gentleness of action, and palatability. LAXATIVE THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary. Sold by all Chemists and Storekeepers.

LAXATIVE IS THE REMEDY.

Notices to Consignees.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship Pandora, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo-typing the discharge or remaining on board after 12 o'clock Noon, the 5th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 1, 1905. 1065

NOTICE TO CONSIGNEES.

STEAMER CALEDONIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON by s.s. Adair, from HAVRE by s.s. Mador, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining on board after TUESDAY, the 6th Inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th June, 1905, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 6th Inst., at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, May 30, 1905. 1060

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.'S

STEAMER NUBIA.

FROM BOMBAY, COLOMBO AND

STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo from London, etc., at s.s. Mongolian, from Calcutta, etc., at s.s. Polaris, from Penang, etc., at s.s. B. I. N. and B. I. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day.

Goods not cleared by the 8th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Agent.

Hongkong, June 1, 1905. 1086

WASHING MACHINES.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

Insurances.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904. 1412

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD, \$1,858,820.37
NET SURPLUS, GOLD, \$2,166,118.80
INCOME, GOLD, \$3,470,787.63

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 582

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903.

£16,393,600.

I—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,537,500 0

II—Fire Funds £3,056,061 12 3

III—Life & Annuity Funds £1,154,188 16 7

Revenue Fire Branch £1,035,128 0 0

Life & Annuity Branches £1,015,755 11 9

£4,550,883 11 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

The Undersigned, Agents for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, June 18, 1904. 1637

MARTIN'S APOLI'STEEL

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AUSTRIAN MURDER TRIAL.

Remarkable Evidence.

VICENZA, April 27.—The engraver Klein and his wife were put on trial here yesterday for the murder of Herr Sykora, a wealthy citizen. The dismembered body of Herr Sykora was found in a flat which the Kleins had deserted, and the latter were afterwards arrested in Paris.

The interest aroused by the case is extraordinary, and the court was crowded. The husband is an extremely handsome man, some years younger than his wife, who was brought up in a convent as a school teacher, and proved to be well educated. At the age of thirty, possessing a few thousand kronen saved from her adventures, she advertised for a husband, giving out that she had twenty thousand kronen. Klein at that time was engaged to be married, but his efforts in the house and metal trade being in a precarious position, he and his partner seem to have agreed on the necessity of this marriage, and Francisca Braun was led to believe that Klein's business was flourishing.

Marriage was thus entered upon by both with deception. Within a week Klein had taken all his wife's money, and in answer to her reproaches that he had concealed his debts, he related that he had also had about her fortune, and his partner, Fisch, added that it was policy not to tell her the truth, otherwise she would never have married. In spite, however, of being driven to live a life of expedients, Francisca fell deeply in love with her husband, who, according to most of the witnesses, treated her affectionately, though he did not object to her keeping acquaintances, amongst whom was a rich old man, named Sykora, whom Francisca perpetually asked for money, till he promised to give her six thousand kronen.

Accordingly it was arranged that Sykora should be received by Francisca at the latter's house while her husband was away. Sykora called, but declined to fulfil his promise, in spite of the female prisoner's blandishments.

The visitor, according to Francisca's statement, fell asleep, and the latter, who had gone to the kitchen, also dozed. When awakened by her husband, she declared she saw nothing of Sykora, but with the keys of his safe, which they had already obtained, they went to his apartment and took his money. Arrested later in Paris, whither they had gone, Francisca confessed to having hacked off the old man's feet, and to putting the body in a sack under an old man in their apartment, where it was found subsequently. She then declared Klein knew nothing about the murder, but her story now is that the false confession made at first was because her husband forced her to swear to take all the blame to herself.

THE BOER'S THREE MILLIONS.

A Baseless Complaint.

JOHANNESBURG, April 4.—In view of the complaint which is being sedulously urged among the Boers that the three millions promised them by the Vorereing Articles have not been paid to them by the Government, it may be well to put on record exactly what the Government has done in the matter. And, first, I would remind your readers that the Vorereing Articles promised three millions for the purpose of assisting the restoration of the people to provide themselves with food, shelter, and supplying those who, owing to war losses, are unable to provide themselves with food, shelter, and the necessary amount of seed, stock, implements, etc., indispensable to the resumption of their normal occupations.

In the first place, the Boers have twisted the promise into one of compensation for losses suffered by the war, instead of, as is the fact, a promise of gratuities to those who lost their all, or nearly their all, and have consequently been unable to refurnish their normal occupations—and even this it is to be noted, was only a secondary allocation of the money; it was to be the disposition of the balance after the provision of means for restoring the people to their homes.

But what, in fact, has the Government done? It has transported 74,000 persons to their scattered homes in the Government waggons, and 24,000 more were led for a considerable period, in most cases for 22 months. In this work the full three millions were consumed, and a further two millions were subsequently given for, and spent on, the "protected burghers" and the redemption of military receipts. Afterwards, yet a further sum of five millions and a half was devoted to the same purposes; and in this total of ten millions and a half nothing is included for administration expenses, nor does the money spent on British subjects, aliens, natives, etc., come into the sum. Again, a considerable portion has been spent, and a further sum of over a million is about to be spent, on paying to burghers (who have already been repatriated free of expense, and in many cases supplied with what was necessary to enable them to resume their normal occupations), compensation for losses they incurred by the war—a thing, be it noted, which the Government never undertook to do.

There is a sum of between one and two millions not yet distributed, which is to be divided among many 40,000 natives. So the Government, instead of granting the three millions agreed, will have spent twelve millions, and in the face of these facts there are going about the country declaring that we have not kept our promise! Suppose the three millions

so much, the Government had handed the three millions to the Boer leaders straight away, its promise would then have been kept to the letter—but the Boers would have been infinitely worse off to-day. It is a striking commentary upon the methods now being pursued by the Boer leaders (one might add also a striking criticism of the lack of consideration amongst the Boers) that this accusation of unfulfilled promises should be made, as it is being made to-day, for the purpose of maintaining an anti-British agitation among the Dutch population of the Transvaal.

HOW TO TELL.

Cut This Out and Keep It.

DOES every cold affect your back, and cause a feeling of chilliness, followed by disturbance of the kidney action? Does the use of spirits or beer or tea excite the kidneys? Are you easily worried and annoyed over trifles? Are the feet and hands cold? Is there a pain in the back and legs? Do you have a burning under the eyes? Do you have a constant poor eyesight, headaches and backaches? Is there gravel, or any unusual action of the kidneys? Too much or too little of urine? Milky or cloudy urine?

If you have any of the above symptoms, your kidneys are either clogged or diseased, and these symptoms are warnings of more serious trouble to follow—Bright's disease, Dropsy, or Diabetes.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. They are the most important organs in your body, and they are the kidneys that are the great Quaker kidney medicine, and see how well it fits you feel after even a few doses. Their effect is marvelous and lasting.

Don't a backache kidney pills are a certain cure for all forms of kidney trouble. They instantly relieve the congested, overworked kidneys and gradually bring them back to health. Their whole action is on the kidneys and bladder—not on the bowels—and by doing one thing they do that one thing well.

For 72 years Dean's Backache Kidney Pills have been in use, and they are the first medicine in the world for kidney and bladder troubles.

All the chief chemists and medicine-dealers sell Dean's Backache Kidney Pills, price 2/6 for a box, or 13/6 for 6 boxes; or the medicine may be sent to you on receipt of price, direct from the proprietors, The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

Dentistry.

S. IEN TING.

Surgeon Dentist.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1905. 623

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. D. ROGERS).

TAI SAN STREET, CANTON.

March 10, 1905. 618

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

Hongkong, July 28, 1904. 1879

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. OHAUN.

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, July 28, 1904. 1586

Contractors.

QUONG YICK.

CONTRACTOR AND HOUSEBUILDER.

No. 27, QUEEN'S ROAD EAST.

CONTRACTOR TO H.B.M.'s Government.

We have always a large stock of BUILDING MATERIALS at Moderate Prices.

Hongkong, March 20, 1905. 693

HUNG SHING, BUILDING CONTRACTOR.

No. 37, D'AGUILAR STREET.

CONTRACTOR TO H.B.M.'s GOVERNMENT, &c. &c.

Hongkong, March 23, 1905. 623

SING YUEN, CONTRACTOR AND HOUSEBUILDER.

No. 23, D'AGUILAR STREET.

CONTRACTOR TO H.B.M.'s GOVERNMENT, &c. &c.

We keep a large stock of Building Materials, also Timber at very Low Prices.

Hongkong, March 23, 1905. 613

KWONG HEP LOONG CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND IRON FOUNDERS.

Office: No. 64, DES VUEX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Commodore's Dock (San Sai Po) and can accommodate any craft of 100 feet long.

We are at present 4 new fast Steam Launches for Sale.

Hongkong, February 25, 1905. 598

A CHOO & CO.,

39, DES VUEX ROAD, CENTRAL.

GENERAL STOREKEEPERS.

NAVAL CONTRACTORS.

AND COAL MERCHANTS.

We have always on hand an ample stock of all the above articles at shortest notice.

We are also at present 4 new fast Steam Launches for Sale.

PRICES VERY MODERATE.

Hongkong, March 1, 1905. 610

Contractors.

AH-SING.

SLIPWAY.

YACHT AND BOAT BUILDER.

PAINTER, BIGGER, SAIL AND FLAG MAKER, BRASS, COPPER AND BLACK SMITH.

GENERAL CONTRACTOR.

PRATA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905. 507

Lam Woo & Co.,

(FORMERLY LEE WOO & Co.)

No. 12, LEE YUEN STREET (WEST).

CONTRACTORS TO H.B.M.'s GOVERNMENT AND WAR DEPARTMENT.

We have always in stock a large supply of Building Materials. All communications please address to Mr. Lam Woo.

Hongkong, March 9, 1905. 460

TUNG LEE, SHIPBUILDER, BOATBUILDER.

AND SHIP'S CARPENTER.

BLACK SMITH AND CAULKER.

Office at 374, DES VUEX ROAD WEST, Workshop at YACHT.

Hongkong, March 22, 1905. 612

AH-PONG.

SHIP AND HOUSE PAINTER,

GILDER, GRAINER, AND SCAPER, CAULKER AND CARPENTER.

No. 44, DES VUEX ROAD CENTRAL.

Hongkong, February 20, 1905. 563

KANG ON & Co., BUILDERS AND CONTRACTORS.

No. 30, D'AGUILAR STREET.

CONTRACTORS TO H.B.M.'s GOVERNMENT, Admiralty and War Department, &c. &c.

We keep always on hand the largest supply of Building Materials at Cheapest Prices. We defy Competition.

Hongkong, March 10, 1905. 512

K. Shui Tai & Co.,

HONGKONG & WANCHAI.

HEAD OFFICE: 117-119, DES VUEX ROAD, HONGKONG.

N. SHUI TAI, General Manager.

Hongkong, March 10, 1905. 611

SANG LEE & CO.

CONTRACTORS AND BUILDERS.

No. 59, DES VUEX ROAD CENTRAL.

Contractors to H.B.M.'s Government.

We always keep a large stock of BUILDING MATERIALS at Reasonable Prices.

Vessels Advertised as Loading

VESSEL ADVERTISED AS LOADING

Vessels Advertised as Loading

Destination	Fare	Agent	Bus. or Leisure
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Vessels Advertised as Loading

<i>Destination.</i>	<i>Ferries.</i>	<i>A. route.</i>	<i>22. (1911).</i>
Amoy, Straits, Rangoon	Pandua (a)	Arrol, Matheson & Co.	Days 2, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000
Australian Ports	Eastern (a)	ibid, Livingston & Co.	Days 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650,

Calchas (b).....	Butterfield & Swire
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Japan via Shanghai.	Panama (c)	Java China, Japan, India, etc.	June 12, at Noon
Java Port.	Typhoid (c)	Java China, Japan, India, etc.	June 12, at Noon
Japan via Shanghai.	Yokohama (c)	Java China, Japan, India, etc.	June 12, at Noon
Genoa.	Behm (c)	Java China, Japan, India, etc.	June 12, at Noon
I'don, Amdam, Aert	Hyson (c)	Java China, Japan, India, etc.	June 12, at Noon
I'don, Amdam, Aert	Glauco (c)	Java China, Japan, India, etc.	June 12, at Noon
London, Antwerp &c.	Socotra (c)	Java China, Japan, India, etc.	June 12, at Noon
London, &c.	Bengal (c)	Java China, Japan, India, etc.	June 12, at Noon
Manila.	Polio (c)	Java China, Japan, India, etc.	June 12, at Noon
Manila via Saigon	Polymen (c)	Java China, Japan, India, etc.	June 12, at Noon
Manila	Rabri (c)	Java China, Japan, India, etc.	June 12, at Noon
Manila	Rabi (c)	Java China, Japan, India, etc.	June 12, at Noon
Manila	Taming (c)	Java China, Japan, India, etc.	June 12, at Noon
Manila	Yuenang (c)	Java China, Japan, India, etc.	June 12, at Noon
New York & Suez Canal	Yuenang (c)	Java China, Japan, India, etc.	June 12, at Noon
New York & Suez Canal	Montrose (c)	Java China, Japan, India, etc.	June 12, at Noon
New York & Suez Canal	St Hugo (c)	Java China, Japan, India, etc.	June 12, at Noon
New York & Suez Canal	Nordpi (c)	Java China, Japan, India, etc.	June 12, at Noon
New York & Suez Canal	Indrandi (c)	Java China, Japan, India, etc.	June 12, at Noon
San Francisco v. Japan	Korea (c)	Java China, Japan, India, etc.	June 12, at Noon
San Francisco v. Japan	D. & O. S. S. Co.	Java China, Japan, India, etc.	June 12, at Noon
San Francisco v. Japan	Siberia (c)	Java China, Japan, India, etc.	June 12, at Noon
San Francisco v. Japan	Mongolia (c)	Java China, Japan, India, etc.	June 12, at Noon
San Francisco v. Japan	China (c)	Java China, Japan, India, etc.	June 12, at Noon
Shanghai, Hong Kong, &c.	Java (c)	Java China, Japan, India, etc.	June 12, at Noon
Shanghai, Hong Kong, &c.	Namung (c)	Java China, Japan, India, etc.	June 12, at Noon
Singapore, Calcutta	Catherpe Apar (c)	Java China, Japan, India, etc.	June 12, at Noon
Singapore, Calcutta	Nippon (c)	Java China, Japan, India, etc.	June 12, at Noon

ag, Calcutta, Catherine Apcar (s)... D. Sassoon & Co, L
ag, Ulbo & Co. Nippon (s)..... Sander, Wieler & C

Shaughai.....	Rochow (e).....	Butterfield & Swire.....	June 6.
Shaughai.....	Riukiang (e).....	Butterfield & Swire.....	June 8.
Shaughai.....	Choysoing (e).....	Jardine, Matheson & Co.....	June 8, at 2 p.m.
Shah and Portland, Or.....	Arangala (e).....	Portland & A. S. Co.....	June 8, Daylight
Shah and Portland, Or.....	Nicomedia (e).....	Portland & A. S. Co.....	June 28, Daylight
Shah and Portland, Or.....	Nemantia (e).....	Portland & A. S. Co.....	July 16, Daylight
Shan, Chafoo & T'suin.....	Ohbil (e).....	Butterfield & Swire.....	June 15.
Swatow.....	Enma Layken (e).....	Douglas Lippard & Co.....	June 7, at 11 a.m.
Stow, Amoy & F'choo.....	Chai Jabeen (e).....	Osaka Shosen Kaisha.....	June 6.
Stow, Amoy & Tamu.....	Protous (e).....	Osaka Shosen Kaisha.....	July 11, 3 a.m.
Stow, Amoy & Ampoi.....	Promiss (e).....	Osaka Shosen Kaisha.....	May 14, at 10 a.m.
Stow, Amoy & Tamu.....	Fritthof (e).....	Osaka Shosen Kaisha.....	June 23, at 8 a.m.
Victoria, B. C., Tacoma.....	Yangtze (e).....	Butterfield & Swire.....	June 28.
Victoria, B. C., Tacoma.....	Pleiden (e).....	Dodwell & Co. Limited.....	About July 12.
Victoria, B. C., Tacoma.....	Sherman (e).....	Dodwell & Co. Limited.....	About July 12.
Yamocor (B.O.).....	Empress of India (e).....	Canadian P'fic. R. Co.....	June 21.
Yamocor (B.O.).....	Taxiar (e).....	Canadian P'fic. R. Co.....	July 5.
Yamocor (B.O.) &c.....	Empress of Japan (e).....	Canadian P'fic. R. Co.....	July 12.

SEARCH LIST.—QUOTATION

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	50,000	£ 125	all	1,777 1/2
National Bank of China, Limited	94,928	7 1/2	5	London, £21.10
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	20,000	£ 250	£ 50	£225, buyers
China Traders Insurance Co., Ltd.	24,000	£ 37.50	£ 25	£84, buyers
North-China Insurance Co., Ltd.	10,000	£ 12 1/2	5	the bid
Canton Insurance Society, Limited	10,000	£ 250	£ 50	£100, sellers
Yangtze S. Insurance Association, Ltd.	8,000	£ 100	£ 25	
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	£ 100	20	£80, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	50	£200
DOCKS, ETC.				
Hilong & Whampoa Dock Co., Ltd.	50,000	£ 50	all	£202, sellers
Gen. Penwick & Co., Limited	8,000	£ 25	25	£25, buyers
New Amoy Dock Co., Ltd.	4,000	£ 40	25	£20, buyers
Shanghai Dock Co., Ltd.	10,000	£ 10	all	£11, buyers

MANBOATS, TUGS, ETC.	50,000	100,000	100,000
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Chia and Manli S. S. Co. Ltd.	30,000	\$	60	50	\$212, sellers	
Douglas Steamship Co., Limited	20,000	\$	60	all	\$385	
R. C. and M. Steamship Co., Ltd.	20,000	\$	15	15	\$37, sales	
Ho-choh S. N. Company, Limited	20,000	\$	10	all	\$105, sellers	
Star Ferry Company, Ltd.	10,000	\$	10	10	\$38, ex div.	
Shui Transport & Trading Co. Ltd.	10,000	\$	10	5	\$37, ex div.	
Shui Tui and Lighter Co., Ltd.	200,000	Tls.	1	1	\$150	
Shanghai Tug & Lighter Co. Ltd.	200,000	Tls.	30	30	Tls. 30, sales	
do. Preference.	100,000	Tls.	50	50	Tls. 50, sellers	
					Tls. 45, buyers	
REFINERIES.						
China Sugar Company, Limited	20,000	\$	100	all	\$281	
Laron Sugar Company, Limited	7,000	\$	100	all	\$30 buyers	
Penk Sugar Refining Co., Ltd.	7,000	Tls.	40	50	Tls. 65, sales	
WHAVERIES.						
H. K. & How, Wharf & Godown Co.	20,000	\$	2	60	all	\$108, buyers
Shanghai and Hongkew Wharf Co.	20,000					
	20,000	Tls.	100	100	Tls. 1874	
	12,000					
LAND AND BUILDING.						
Hongkong Land Investment and Agency Company, Limited	50,000	\$	100	100	\$122, sellers	
Shanghai Land Investment Co., Ltd.	52,000	Tls.	40	Tls. 50	Tls. 121, buyers	
Kowloon Land and Building Com.	5,000	\$	50	30	\$40, sellers	
Wah Kee Land and Building Co.	3,764	Tls.	25	Tls. 25	Tls. 12, buyers	
Hongkong Estate & Finance Co.	150,000	\$	10	all	\$13, sellers	
West Coast Building Co., Limited	12,000	\$	60	50	\$55, sellers	
TRAMWAYS.						
H. K. High-Level Tramways Co., Ltd.	1,250	\$	100	all	\$217	
MISCELL.						
Société Française des Charbons d'Asie du Sud-Est	18,000	cts. 250	all		\$490	

française des Charbon-	18,000	ca. 250	all	34
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HOTELS.					
Hotchkiss Hotel Company, Ltd., ...	14,000	%	50	all	\$145 sales
Aster Hotel Co., (Tientsin), ...	8,000	%	T. 1/2	50	70, 140, sales
Aster House Hotel Co., Ltd. (Shanghai)	30,000	%	25	25	\$38 sales
DEPARTMENTAL.					
A. & S. Watson & Co. Limited,	60,000	%			\$1275, ex div., sellers
do.	30,000	%	10	10	\$125, ex div., sellers
Watkins Limited	10,000	%	10	10	50 sellers
LIGHTING.					

limited	10,000	\$	10	0	10	58
LIGHTING.						

Hongkong Electric Co., Limited...	30,000	%	10	10	6 1/2	buyers
New Electric (new issue)	80,000	%	10	5	5 1/4	and a buyer
BRIICK AND CEMENT.						
Green Island Cement Co., Ltd....	100,000	%	10	10	22 1/2	actions
	50,000	%	10	5	3 1/2	holders
MISCELLANEOUS.						
Bell's Asbestos Lining Agency,						
Ltd.	8,000	%	19 1/2	2 1/2	204	shares
United Asbestos Oriental Agency,						
Limited	100,000	%	10	10	4 1/2	
Ki, Steam Water-boat Co., Ltd. ...	16,000	%	10	10	17 1/2	or div. shares
Hongkong Dairy Farm Co.	28,000	%	7 1/2	5	6 1/2	holders
Hongkong Ice Company, Limited ...	5,000	%	10	10	10	
Singapore Waterworks Co., Ltd. ...	50,000	%	20	20	12 1/2	buyers
Hong Kong Paper Manufacturing Co., Ltd.	10,000	%	50	10	2 1/2	
Hongkong Cotton Spinning Co., Ltd.	124,000	%	10	10	1 1/2	holders

ope Manufactory Co., Ltd.	10,000	50	all	\$15
Cotton Spinning Co., Ltd.	120,000	10	10	\$10

International Cotton Manufactur-	10,000	Tls.	75	Tls.	75	Tls.	75	yards
Ing Co., Ltd.								
East-King-Moo Cotton Spinning	4,000	Tls.	100	Tls.	100	Tls.	100	do.
and Weaving Co., Ltd.								
Soy Ube Co. Cotton Spinning, 64-24	2,000	Tls.	500	Tls.	500	Tls.	500	18" Scales
China Provision Loan Company	60,000	5	10	10	10	10	10	72-72" sales
China Bankers Company, Ltd.	60,000	5	10	10	10	10	10	72-72" sales
Campbell, Moon & Co., Limited	1,300	5	10	10	10	10	10	all 72-72" sales
Wm. Powell, Ltd.	12,000	5	10	10	10	10	10	all 72-72" sales
Shanghai and Hongkong Dyeing	1,500	5	10	10	10	10	10	all 72-72" sales
and Finishing Co., Ltd.								
South China Marine Fire	4,000	5	10	10	10	10	10	all 72-72" sales
COAST COMPANY								
Philippine Co., Ltd.	20,000	5	10	10	10	10	10	all 72-72" sales
Albany, Ltd.	20,000	5	10	10	10	10	10	all 72-72" sales

Co., Ltd.	47,500	11	19
Co., Ltd.	800	50	10

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